



COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 29th session
Agenda item 10

IMO

IMPLEMENTATION AND INTERPRETATION OF THE 1969 TONNAGE CONVENTION

Report of the Ad Hoc Working Group

1 The working group met on 17 and 18 January 1984 under the chairmanship of Mr. K.J. Klüver (Federal Republic of Germany) to consider matters regarding the interpretation of the provisions of the 1969 Tonnage Convention.

2 The meeting was attended by delegates from Belgium, Denmark, Finland (partly), France, the Federal Republic of Germany, Italy, Japan, Liberia, the Netherlands, Norway, Sweden and the United Kingdom.

3 As instructed by the Sub-Committee, the group considered a document submitted by Japan (SIF 29/10) and agreed as follows:

3.1 Regulation 2(5)(a)

In the application of Regulation 2(5)(a) small spaces less than 1 m^3 and other erections having a cross sectional area not exceeding 1 m^2 , as pointed out in TM.5/Circ.1 (Calculation of Volumes - Regulation 6) should be disregarded.

3.2 Regulation 2(5)(b)

It is the opinion of the working group that:

- .1 the definitions in Regulation 2(5)(b) do not restrict consideration only to erections extending from side to side of the ship;
- .2 "exposed sides" refer to longitudinal sides and not to the ends of the erections.

Referring to figures 1, 2, 3, these spaces in question should all be regarded as excluded spaces provided these spaces are not fitted for cargo or stores.

3.3 Referring to Fig. 4, the space concerned should be considered under Regulation 2(5)(b) instead of Regulation 2(5)(c) and should be regarded as excluded space.

Reference is made to the reasons quoted in 3.2.

3.4 Regulation 2(5)(d)

According to the definitions in this Regulation there is no limit to the number of tiers of erections. For this reason the space shown in Fig. 5 lettered ABCDLIJK is to be considered as an excluded space, provided this space is not fitted for cargo or stores. The group considered that the lowest point of an open space, such as shown, should be the upper deck.

4 Bearing in mind the instructions from the Sub-Committee, the working group in the time available looked at the papers submitted by the Netherlands (SLF 29/10/1) and the Federal Republic of Germany (SLF 29/10/2). It was noted that some points raised were common to both papers. It was the feeling of the working group that these papers contained important items which should be referred to the Sub-Committee. The most important are as follows:

4.1 SLF 29/10/1 - Item 7

This concerns questions related to cranes and their foundations. Reference is made to TM.5/Circ.1 - Calculation of Volumes, paragraph 3. Discussion in the working group relating to Regulation 6(2) centred on the precise meaning of what constitutes an "appendage".

4.2 SLF 29/10/1 - Item 9 and SLF 29/10/2 - Item 4

These concern questions related to "dock ships" and ships normally carrying cargo on "open deck" protected by side bulwarks or erections.
